CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The Gliwice Automobile Parts Plant (Gliwicka Fabryka Czesci Samochodowych) is located in Gliwice (Gleiwitz), on Labedzka Street. There is an athletic field on the south side, and an officers' casino and workers' settlement on the east side. On the west side there is the Chemical Reagents Plant (Fabryka Odczynnikow Chemicznych) and farm fields. The plant is located in former German barrack buildings. 25X1 25X1

2. Engineer Kadylo (fnu) was the director of production. 25X1

3. At the end of 1952, a new Chief Director (Naczelny Dyrektor) of these plants was appointed. His name was Engineer Kodylasa (fnu) and he was formerly secretary of the POP (Podstawowa Organizacja Partyjna--Basic Party Organization). The director of personnel was Jarmolik (fnu). 25X1 25X1

4. The Gliwice Automobile Parts Plant was founded in 1945 under the name Motor Vehicle Repair Works (Zaklady Remontu Taboru Drogowego), in former German barrack buildings. In 1951 the plant was reorganized. Some of the buildings used by the plant for production were taken over by an Army engineer unit for military purposes, and some remained for the plant's use. The area occupied by the plant and the number of buildings used by the plant were cut down. The name was changed to Automobile Parts Plant. 25X1 25X1

5. When last observed, the Gliwice Automobile Parts Plant occupied an area about 400 by 250 meters, and consisted of the following buildings:

   a. Plant offices (Biura Zakladowe-Directorate), a three-story building of red brick. Its size is 30 by 14 meters. Before the reorganization, the warehouses were located here.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

b. Gatehouse and Industrial Guard (Straz Przemyslowa) post, a newly constructed one--story building, of pale red brick, 10 meters by 6 meters.

c. Production hall. Before the reorganization this was the installation shop for automobile motors, after general repairs had been done; a tall, one-story brick building of steel construction, about 100 by 50 meters.

d. Mechanical workshops. Before the reorganization, this place held the electric shops. The building is divided into three parts. On the annexed sketch they are marked as 4a, 4b, and 4c. The upholstery hall on the ground floor is 4a. The electric shop is 4b, and the production hall for automobile parts is 4c. The offices for the plant directors are located over parts 4a and 4b. Part 4c is a single-story section as tall as the other, two-story, parts of the building. It is a brick building, 100 by 50 meters.

e. The mechanical workshops marked as 5a, 5b, and 5c on the sketch are in a one-story masonry building divided into three parts: a, b, and c. The tempering shop is located in 5a. Before the reorganization, it was the valve-grinding shop, where engine valves were ground, using an electric motor. Part 5b is the same as the tempering shop, but before the reorganization it was the cleaning room for automobile motors. Part 5c is the production hall for automobile parts. Before the reorganization it was the fitter's shop. The size of the entire building is 100 by 50 meters.

f. Carpenters' shop, a one-story brick building, 50 by 15 meters.

g. Building for the compressor, a one-story brick building, 12 by 6 meters.

h. Vulcanizing shop, a one-story brick building, 16 meters by 8 meters.

i. Automobile garage. Before the reorganization this was the shop for installing gas cylinders on automobiles. It is a brick building, 40 or 50 by 20 meters.

j. Boiler house, a one-story brick building, 20 meters by 10 meters.

6. The following information indicates what was in the buildings now belonging to the Army engineer unit when these buildings belonged to the Gliwice Automobile Parts Plant. All the buildings listed here belonged to the Motor Vehicle Repair Works in 1951 and fulfilled the functions indicated at that time. The military section is separated and marked with Roman numeral II on the sketch.

a. Laboratory, a two-story masonry building, 16 meters by 30 meters.

b. Machine shop , a one-story masonry building, 160 meters by 20 meters.

c. Foundry for valve cylinders, a one-story masonry building, 12 meters by 8 meters.

d. Warehouse for raw materials. These buildings are marked on the sketch as number 4 and 5. They are one-story masonry structures, 20 meters by 10 meters each.

e. Machine tool repair shop, a one-story masonry building, 30 meters by 20 meters, listed on the sketch as number 6.

f. Reservoir (Basen), 50 meters by 20 meters. (Probably the large building marked number 7).

g. Automobile garage, a one-story masonry building, 40 meters by 12 meters. (Probably the small building marked number 7).

h. Supply (gospodarczy) warehouse, a two-story masonry building, 30 by 14 meters.

i. Social club, a two-story masonry building, 30 meters by 14 meters.

j. Mess hall, a two-story masonry building , 30 meters by 14 meters.

k. Gate house, a one-story masonry building, 10 meters by 6 meters.

l. Offices, a two-story masonry building, 30 meters by 14 meters.

m. Technical school, a two-story masonry building, 40 meters by 20 meters.

n. Industrial training school, a two-story masonry building, 40 meters by 20 meters.

7. Production in the Gliwice plant was changed from repair to manufacturing. In spite of the loss of space because of handing over part of the buildings to the military, production was increasing because, with the reorganization, the number of professional experts at the plant was increased. Furthermore, the introduction of new machines also increased production. The plant at the time of observation was producing the following articles and carrying out the following processes, among others:

a. Bolts for fastening cylinder heads to engine blocks and the nuts for these bolts.

b. Bolts for fastening wheels to motor vehicles and the nuts for these bolts.

c. Steering arms.

d. Spring assemblies (only on order).

e. Ground bolts.

f. Clutch shafts.

g. Clutches.

h. Protective clutch plates.

i. Gear assemblies for transmissions.

j. Universal joints.

k. Aluminum pistons and machining of cast-iron pistons.

l. Machining crankshafts.

m. Cocks for gasoline tanks.

n. Guides (prowadniczki).

o. Automobile electric signals.

p. Window wipers.

q. Carburetors for gas and mixtures.

r. Hand brake levers.

s. Gas pedals.

t. Brake pedals.

u. Automobile gas tanks.

v. Transmissions.

w. Cylinders.

x. Assembly of gas containers from semi-finished materials.

8. The plant had a great number of different kinds of equipment. There were machines made in Poland, as well as those of American, English, Czechoslovak, Swedish, and Russian make, among others. To be precise, the plant contained the following types of machine equipment:

a. Two automatic turret lathes, hydraulic, with a pressure of 170 atmospheres, 2 meters long, with one spindle, two supports of turret headstocks, American production.

b. Fifteen two-support, semiautomatic, hydraulic lathes, for turning out pistons. The entire length of the lathe is one meter.

c. One Monarch-type lathe, 3 meters long, with a grinding wheel diameter of 1.5 meters; hydraulic.

d. One Monarch-type lathe, 5 meters long, with a one-meter diameter grinding wheel.

e. One Monarch-type lathe, 1.5 meters long, with a one-meter diameter grinding wheel, hydraulic.

f. Twelve semiautomatic hydraulic gear cutting machines, with modular cutters.

g. Four semiautomatic hydraulic cutters, for cutting grooves, 5 meters long, with internal apertures.

h. Six drilling machines for drilling bushes, semiautomatic, one meter long.

i. Three drilling and turning lathes, hydraulic, of English production.

j. Ten English Ginolf-type turret lathes, from 2 to 2.5 meters long.

k. Five Herbert-type turret lathes, from 3 to 3.5 meters long.

l. Five semiautomatic hydraulic Polish-made gear-cutting machines.

m. Five circular milling machines (odwiedniowki).

n. Seven vertical milling machines.

o. Four universal milling machines.

p. Two automatic vertical milling machines, English Asquit make.

q. Thirty standard drilling machines.

r. Two semiautomatic milling machines with modular cutters; Swedish make.

s. Six semiautomatic Skoda-type milling machines.

t. Eight semiautomatic turret lathes, Polish make, of Poreba type.

u. Nine Russian universal lathes, of ZIS make.

9. In addition, the plant also had vertical milling machines of the Association of Polish Mechanics (Stowarzyszenie Mechanikow Polskich), from America, drilling machines of the Poreba type, and Emil Twerda-type planing machines, machines of this type from the Soviet Red October Plant, standard lathes of German production with multiple cutters, cylinder grinding machines, etc. There was one automatic internal grinding machine, HBA-type, of English make.

10. Until the reorganization, the plant had about 100 machines of various types. After the reorganization, when the plant to a large measure changed over to production, with repair as a side activity, the number of metal working machines was increased to about 300. The machines put in after reorganization added considerably to production, since they were brought in for the most part from abroad and were completely up to date. The Soviet machine tools were accurate, reliable, easy to operate and steady, in spite of their poor outward appearance.

11. The boiler house of the plant had two high-pressure steam boilers.

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12. The compressor was of English make, of an unknown type. It was operated by an 8-cylinder diesel internal combustion engine.

13. The equipment of the machine shops, vulcanizing, and other plants, and the types of machines used were very good and complete. The number of machines was considered satisfactory.

14. Coal was brought to the plant by trucks from various collieries in in the Gliwice region. The coal was stored on the ground in front of the boiler house. There were no difficulties as regards coal supplies. Electric power was received from the power plant in the city.

15. The plant did not have its own railroad siding. All transport was handled by trucks. The plant had one six-passenger Opel and one Betford bus to bring and take away workers, and one passenger vehicle of Skoda make. There were a large number of trucks there but source did not know which belonged to the plant and which were there for repairs. All were used. The situation was always fluid and often there were 40 vehicles on the grounds.

25X1

16. the plant employed 3,000 workers. After the reorganization of the plant, the number of workers did not change, but from the point of view of professional qualifications the quality of the workers changed. Before the reorganization, the plant employed a smaller number of professional men, and more laborers. The pay was low and the people did not willingly apply themselves at work. After the reorganization, 75 percent of the workers consisted of professional men, lathe operators, carpenters, mechanics, etc, and the remaining 25 percent included office, transport, and security workers, etc.

17. The plant operated continuously in three shifts. The first shift employed about 1,200 people and began at 6 a.m. Over 900 workers were employed in the second and third shifts. One shift lasted eight hours.

18. The plant did not have any special difficulty in obtaining workers since the pay rate was rather good. Work conditions were also good. After leaving prison, source tried to get a job at this plant again but because of his background he was not accepted. The personnel section wanted to hire him but the employment office (Biuro Zatrudnienia) turned him down. However, the chances of being hired were not bad and any professional man could get a job there. Source was an exception because he was arrested while employed there.

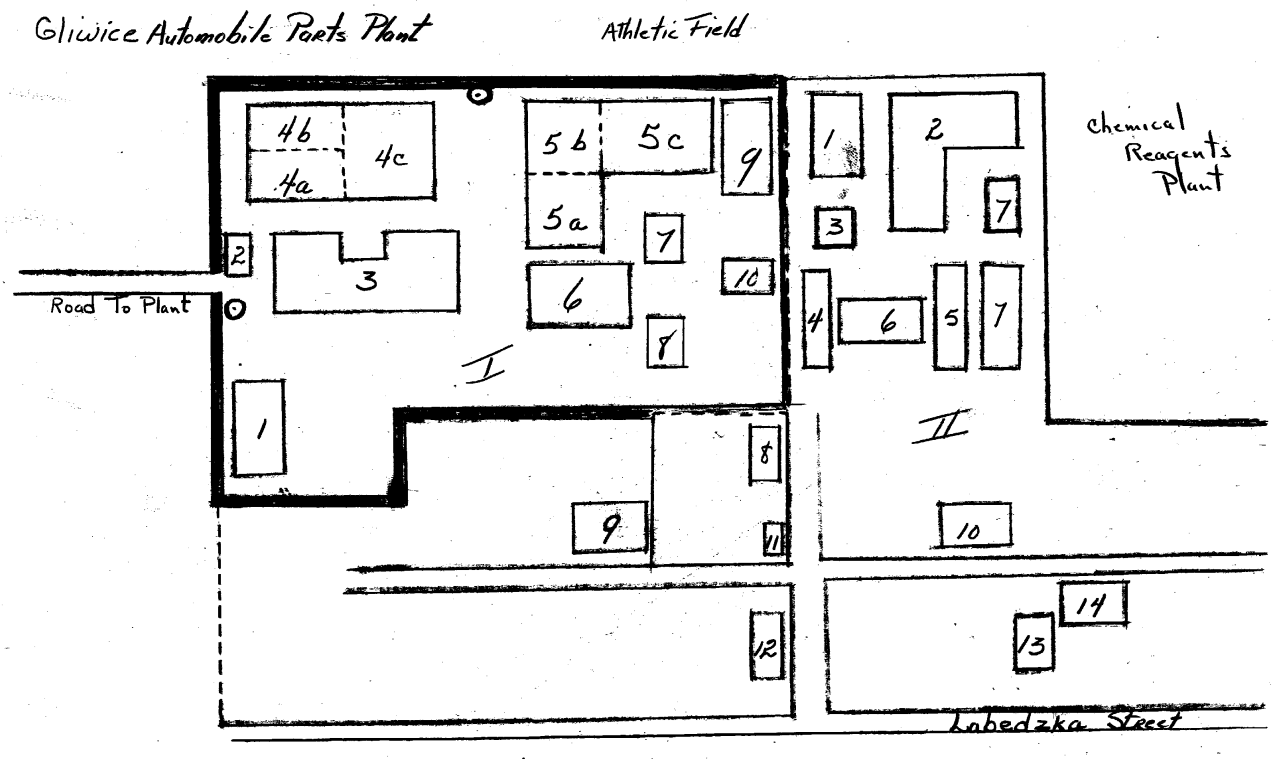
19. The entire plant, together with the section attached to the Army engineer unit (Jednostka Wojskowa Saperow), was restricted. Along Labedzka Street there was a brick wall, while around the rest of the area there was a barbed wire fence. The plant area itself was likewise surrounded by a barbed wire fence.

20. The entrance which was formerly along Labedzka Street was eliminated and another entrance made on the east side of the plant. It was planned to make another entrance on the south side, where the athletic field was located. There already was a guard post stationed there.

21. The plant contained a building for the Industrial Guard (Straz Przemyslowa), which consisted of about 40 guards.

22. There were only two guard posts at the plant, one near the gatehouse and the other on the north side, near the athletic field. Security did not cause any special difficulty. Along the plant on the outside, one could walk freely and even stand there for hours without being questioned. One could get inside only upon presentation of a pass.

23. There were three types of passes: a. a permanent pass, red in color, with a photograph, extended for a period of three months at a time; such passes were used by workers regularly employed there; b. a monthly pass, gray in color, without a photograph, used by workers on probation or workers on loan and workers of the construction firms employed temporarily in this plant; c. passes valid for one time only-generally white. These were used by persons who came to the plant for some valid reason such as to ask for employment or to receive an order, etc. Such passes were issued by the personnel director.



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